

TIGER Discretionary Grants

Outline:

Interim Notice: Comments by June 1, 2009

Final Notice: June 17, 2009

Applications deadline: September 15, 2009

Applications to be submitted electronically to: TIGERGrants@dot.gov

Selection Criteria:

A. Selection Criteria: How to rate projects

a. Primary Selection Criteria

i. Long-Term Outcomes

1. Priority to projects of significant national, regional impact

- a. State of Good Repair
- b. Economic Competitiveness
- c. Livability
- d. Sustainability
- e. Safety

ii. Jobs Creation & Economic Stimulus

1. Priority given to projects that create jobs especially in DISTRESSED areas

b. Secondary Selection Criteria

i. Innovation

ii. Partnership. Strong collaboration among participants

B. Additional Guidance: Illustrative metrics and examples

a. Primary Selection Criteria:

i. Long-term Outcomes

1. State of Good Repair

- a. Project is part of state, local, or a regional efforts to maintain transportation facilities
- b. Aim to rehabilitate, reconstruct, or upgrade surface transportation projects
- c. Whether project is capitalized up front and uses asset management approaches that optimizes long term cost structure
- d. Sources of revenue to maintain operations and maintenance

2. Economic Competitiveness:

- a. Will project provide long term growth in employment, production or other high value economic activity
 - i. Improve long term efficiency, reliability or cost-competitiveness in the movement of workers or goods
 - ii. Improvements to foster growth of private sector
- 3. Livability: whether project improves the quality of life
 - a. Enhance user mobility through options for transportation
 - b. Improve modal connectivity or reduce congestion
 - c. Improve accessibility to disadvantaged populations
 - d. Good planning process with public input
- 4. Sustainability: whether a project promotes a more sustainable transportation system
 - a. Improve energy efficiency, reduce dependence on oil, reduce gas emissions, etc
 - b. Enhance the environment
- 5. Safety: whether the project improves safety. E.g. elimination of highway/rail grade crossings, reduce crashes, etc.
- 6. *Evaluation of Expected Project Costs and Benefit: Identify, quantify, and compare expected benefits and cost:*
- 7. *Applicants seeking \$20M are exempted from this requirement*
- 8. *\$20-100 M. Submit the BCA.*
- 9. *Over \$100M. Provide well developed analysis of expected benefits and costs. DOT is asking for input, comments on appropriate input and output requirements, methodologies standards, etc.*
- 10. *Evaluation of Project Performance: Provide a plan for evaluating the success*
- ii. Job Creation and Economic Stimulus; Whether project creates short/long term creation or preservation of jobs
 - 1. project will promote the creation of jobs (low income)
 - 2. Provide opportunities for Small Business and DBEs
 - 3. Use of community-based organizations
 - 4. Support entities with good records (Labor laws, compliance)
 - 5. Implementation of best practices, civil rights, etc
- iii. Section 1602 of the RECOVERY Act: DOT will assess a project is ready to process rapidly as evidenced by:
 - 1. Project Schedule: ready for Construction?
 - 2. Environmental Approvals: NEPA ready
 - 3. Legislative Approvals:

4. State and Local Planning: Are projects on the STIP (Statewide Transportation Improvement Plan)
5. Technical Feasibility: Feasibility and completion of substantial PE work
6. Financial Feasibility: viability of the financial package

DOT will give priority to projects that are expected to be completed on or before February 17, 2012. "COMPLETED" means that all of the TIGER Discretionary Grant funds awarded to the project have been obligated and expended and construction of the project is substantially complete.

b. Secondary Selection Criteria:

- i. Innovation; Transportation funding (ppp) and finance, ITS, long-term operations and maintenance.
- ii. Partnership:
 1. Jurisdictional & Stakeholder Collaboration:
 - a. Uses of non-federal funds, commitments from local and state governments
 - b. Demonstrate that the project cannot be readily and efficiently completed without Federal Assistance

C. Program-Specific Criteria: How to differentiate similar projects:

To be use if there are similar projects competing

- A. Program Specific Criteria to assign priority among similar projects:
 - a. Bridge replacement projects: total truck ADT, sufficiency rating or geometric restrictions
 - b. Transit projects: bus and rail purchase are within FTA ratio policies
 - c. Port infrastructure investments:
 - a. Passenger/freight storage, processing capacity, etc
 - b. Demand for services
 - c. Efficiency
 - d. Reliability
 - e. National security or National interest aspects
 - f. External factors
 - d. TIGER TIFIA Payments. Use the Department's TIFIA Joint Program Office to evaluate and select projects

D. Evaluation and Selection Process:

- a. Ensuring responsible Spending of recovery Acts Funds: Grants will be awarded to projects with a demonstrated or potential to:
 - i. Deliver programmatic results

- ii. Achieve economic stimulus (job creation)
- iii. Achieve long-term public benefits
- iv. Satisfy the Recovery Act's transparency and accountability objectives

b. The following table summarizes the weighting of the selection criteria

Long-Term Outcomes: The Department will give more weight to this criterion than to either of the Secondary Selection Criteria. In addition, this criterion has a minimum threshold requirement. Projects that are unable to demonstrate a likelihood of significant long-term benefits in any of the five long-term outcomes identified in this criterion will not proceed in the evaluation process.

Jobs Creation & Economic Stimulus The Department will give more weight to this criterion than to either of the Secondary Selection Criteria. This criterion will be considered after it is determined that a project demonstrates a likelihood of significant long-term benefits in at least one of the five long-term outcomes identified in the long-term outcomes criterion.

Innovation & Partnership The Department will give less weight to these criteria than to the Primary Selection Criteria.

Project-Specific Criteria The Department will only give weight to these criteria to the extent the Department needs to differentiate multiple similar projects that are rated similarly based on the Primary and Secondary Selection Criteria.

c. Distribution of funds:

- i.** 20 % limit by state

- d. Transparency of process:** Program may be audited by Congress, GAO, DOT Inspector General or others

E. Grant Administration:

- a. Program to be administered by modal administration most appropriate for the project

Content of Applications:

- a. Length of Applications:
 - a. Narrative portion (25 pages
 - b. Documentation to support the narrative portion should be limited
 - i. Use website links (preferred)
- b. Contact Information:
- c. Project Description:
 - a. Map location
 - b. Connections to existing transportation infrastructure.
 - c. Needs of urban and/or rural area
 - d. Describe challenges and solutions (freight volumes, congestion levels, etc)
- d. Project Parties:
- e. Grant Funds and Sources and Uses of Project Funds
 - a. Amount requested
 - b. Sources of all funds,
 - c. Total project costs
 - d. % of project costs that will be paid by this grant
 - e. % of matching funds if applicable
- f. Selection Criteria
- g. Federal Wage rate Requirements:
 - a. Certification of compliance is required
- h. National Environmental Policy Act Requirements (NEPA)
 - a. NEPA process (Status) Provide website links to NEPA documents
- i. Environmental related Federal, state and Local Actions
- j. Provide require actions by others (permits) Provide status and links to websites for status

Reporting Requirements:

Submit reports and certifications as required